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Hongkong Daily Press.

ESTABLISHED 1857

No. 13,468

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HONGKONG, MONDAY, MAY 13TH, 1901.

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[a1632]

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9.00 a.m. to 11.00 a.m. Every 15 minutes.
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12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
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Hongkong, 18th April, 1901. [a1059]

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Hongkong, 18th April, 1901. [a1059]

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The Daily Press.
HONGKONG OFFICE: 14, DES VŒUX ROAD, CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 13th May, 1901

On the Report of the Director of Public Works, for the year 1900, no section will be read with more public interest than that which deals with the water-supply of the Colony. This question is one which comes to the front at some time in the course of every year. This year, owing to the eccentric action of the Water Authority in the second week in April, the Colony was "enjoying" the intermittent supply which at one period or another becomes an annual feature. At the present moment, we are abundantly supplied with water, but this is only seasonable. We are not yet in a position, either on the island or on the mainland, to look forward with equanimity to a long dry summer. However, from Mr. OMSBY'S Report we can see what is being done to put us eventually in such a position. It has been decided, he says, to proceed with the construction of three more reservoirs in the Tytam Valley, one of which is being commenced this year. The three reservoirs are to hold seventy, forty, and twenty million gallons respectively, and are all expected to fill in a wet year, bringing up the total holding power of Tytam Valley to five hundred and thirty million gallons. The raising of Pokfulam to the extent of two feet will add another four million gallons to the supply. A new service reservoir was commenced at the end of last year above the Military Hospital, to be filled from the Bowen Road beds and reservoir. Mr. OMSBY is not optimistic about the Peak supply, which will remain "in a somewhat precarious and unsatisfactory state" until the Mount Gough reservoir is completed. With regard to Kowloon, residents there will be glad to read Mr. OMSBY'S assurance that "in a few years Kowloon will have a plentiful supply of good water, without any pumping, from a reservoir to the north of the hills

bounding the harbour." A site has been found, five miles and a quarter from Tsim Sha Tui, below the new road to Taiipo, for a reservoir with a drainage area of 517 acres, impounding over three hundred million gallons. It is to be noted that valleys now reserved for Kowloon's water-supply will be available for sale after construction of the new reservoir, and, as Mr. OMSBY says, good building-sites both for Europeans and for Chinese will be opened up by the construction of cross-roads. He adds that, with the growth of British Kowloon in view, broad and straight roads are being, and should continue to be laid out, and open spaces for parks and recreation grounds reserved—a point for which we have always pleaded and which we are glad to think is kept in sight by the authorities. The general purport of the Report with regard to our water-supply is that within a few years the Colony will be exceedingly well equipped. The probable date of completion of the Mount Gough reservoir is not stated, and we do not therefore gather when the Peak district is likely to be relieved of its present inconvenience. We note that Mr. HOLLINGSWORTH'S Report on Water and Drainage Works, which is included in Mr. OMSBY'S, alludes to the steady increase in consumption of water in the Hill district, necessitating the steam-pumps being kept working day and night.

H.M.S. *Centurion* left on Saturday for Taku. The French cruiser *Styx* left the same day for Canton, while the German cruiser *Geier* arrived from Amoy.

On Saturday morning, Sergt. Garrod was proceeding down Shing Wong Street, and saw moving operations going on at one of the houses there. The Sergeant suspected something to be wrong, so detained the occupier of the house, and proceeded to search the place. The second floor was deserted with the exception of one locked cubicle, and after unlocking this, Sergt. Garrod found a woman suffering with the plague, and in a dying condition. She was removed to Tang Wah Hospital. The occupier of the house was sentenced to one month's hard labour before Mr. Kemp on Saturday morning.

A very successful smoking concert took place on Saturday night at the Club Lusitano, the occasion being the presentation of the Billiard Handicap Challenge Cup to the winner, Mr. A. M. P. Remedios. An enthusiastic audience assembled to listen to an excellent programme, which was carried through in a capital style. Altogether a pleasant evening was spent. Senhor Canselheiro A. G. Romano, the president of the Club, was also present, and in a few well-chosen words made the presentation; the winner replying in suitable terms. Mr. J. L. de Salsua Alves acted very ably as chairman of the concert.

The following two ties in the lawn tennis tournaments of the Hongkong Cricket Club were played off on Saturday:—Singles A Class—P. A. Cox, over 16, beat E. G. Barrett, over 4/6 (7-5, 6-3); Double Handicap—E. J. Grist and T. S. Smith, over 15-1, beat F. M. Yost and E. G. Barrett, over 2/6 (6-1, 5-7, 6-2, 6-3). The fixture for today is:—Final A class—P. A. Cox v. A. Humphreys; for Tuesday Final Championship—P. A. Cox v. H. Pinckney; for Wednesday Final Professional Pairs—P. A. Cox, and E. F. Mackay v. H. W. Slade and F. Mattland. On Wednesday too is the prize-giving, when there will be a band in attendance.

The boxing contest in the City Hall on Saturday evening was a fiasco. Just before Bratt, of the *Centurion*, who was advertised to fight fifteen rounds with four-ounce gloves against Avery, was to enter the ring, he was arrested by Sergeant Garrod on a warrant charging him with oversteering his leave and failing to sail with the *Centurion*, which left the harbour for the North on Saturday. Bratt submitted quietly, and was taken to the Central Police Station, thence before the Naval Yard authorities, into whose care he was given. Private Lowless took Bratt's place against Avery; but was knocked down in the second round and counted out. Three exhibition bouts at the commencement of the "tournament," all of them devoid of skill and lacking in spirit, helped to spin out the entertainment to a period of about an hour, when the manager announced that "all was over." About fifty people were present.

The concert in aid of the Royal Naval Canteen, which was held in H.M. Dockyard, on Saturday, was carried through in a manner reflecting great credit on the Rev. E. H. Good and his assistants. Mrs. Fullerton in "Dear Heart" and "Mattinata"—for the latter of which she was encored—sang excellently; while Mrs. Canton and Mrs. Hamilton proved themselves able vocalists. "The Shepherd's Cradle Song" given by Mrs. Canton being especially well received. That favorite among amateur elocutionists, "My first and last appearance on the stage," was submitted by Mr. Allen in first-class fashion. Commander H. Orpen caused great amusement by his song—"The Lost Back-hair" appealing especially to the ladies present. Mr. Warder was deservedly encored for his rendering of "The Deathless Army," in response to which he gave "The Holy City." The concert solo, "Mia" (Hartmann), by Mr. A. D. Sharp, Bandmaster of H.M.S. *Glory*, is worthy of particular mention, the tone and technique displayed being of a high character. The band of the *Glory* played three selections. Mr. Galluzzi accompanied in his usual finished manner on the piano kindly supplied by Messrs. Lane, Crawford & Co. There was a moderate, but good attendance, amongst these present being Commodore and Mrs. Powell.

It is reported from Manila that General J. F. Bell is seriously ill.

The Dutch Government, it is reported, has presented to China a claim for over £100,000 as an indemnity for the cost of sending its warships to the China station from the East Indies.

The *Pingang Gazette* says:—Only one more station, Bakit Marsh, remains to complete the railway from Penang to Taiping, and this station, it is expected, will be opened before the end of the year.

The St. George's Dance at Penang on the 29th ult. was pronounced "a huge success," and there is talk of making it an annual institution. There are over 100 subscribers in the Penang community.

At noon yesterday Inspector Warnock, in charge of a party of police, raided a house at 4, Square Street, and arrested forty-two coolies who were found gambling. They will be charged at the Magistracy to-day.

Harmston's Circus left Manila for Singapore on the 8th inst. Before he went, Mr. Harmston-Lov's helped to raise the purse for a fight between J. Riley, U.S.S. *Donnaduck*, and J. Walton, the Manila pugilist, the latter winning easily.

At a meeting of Ministers at the Elysée on his return to Paris, says a Havas telegram of the 3rd inst., M. Deleassé described his trip to St. Petersburg and stated that complete agreement existed between the French and Russian Governments on all questions which interested both countries.

The return of stamp revenue during April, 1900 and 1901, shows a total increase for the latter month of \$9,561.73. The principal items showing improvement were:—Transfer of shares, \$3,969.60; adhesive stamps, \$2,617.49; bank note duty, \$1,044.47. The only important decrease was—Settlement \$1,200.00.

On the 25th ult., the s.s. *Siam* arrived at Bangkok flying her new house-flag, Messrs. Bradley & Co. of Swatow, having sold her to the Shanghai-Langkai Oil Co. at Tanjong-pore, Sumatra. The *Siam* in connection with three other boats, will be utilised for the transport of oil, in cases, from Sumatra to China, the Straits, and Siam.

Messrs. Erich Georg & Co. say in their weekly share list, dated Saturday, 11th May:—The main feature of last week's business has been a sharp drop in Bonds and Stocks, followed by an immediate rise again in the latter stock, and a further improvement in Indos, which close, however, a little quieter. The market is strong for most stocks.

With regard to the visit of the Japanese warships to Bangkok, the local *Times* of the 26th ult. reported a telegram announcing that they might be expected on Wednesday, the 1st May. Special interest attaches to this visit, as it is the first time that the Japanese Navy has been represented in Siamese waters. The vessels were the *Hashidate* and the *Itukusa*, which it was hoped to arrange a shooting match with the Rifle Association; and Mr. Inagaki, the Japanese Minister-Resident offered a prize to the winning team.

The Spanish gunboat *Marques del Duero*, sunk in the battle of Manila Bay, was raised on the 1st inst., exactly three years after her sinking by Admiral Dewey's fleet. She has been taken into dry dock at Cavite. She is an eight-hundred ton gunboat with twin screws and a light battery. She was built in France in 1887. Her guns were dismantled previous to her being raised. Operations are now proceeding on the *Balsam*, and work will shortly be begun on the *Don Antonio de Ulloa*. The *Marques del Duero* will be refitted and repaired, and possibly sold.

In the British Court, Bangkok, on the 26th ult., the trial of Mr. Michael Demsey O'Leary, on a charge of criminal libel, was concluded. The alleged libel appeared in the *Siam Free Press* of the 13th ult., being contained in a leading article headed "Police Robbers and Rowdies." The special jury found the accused guilty, and the judge (Mr. J. Stewart Black) fined him £25 sterling. His Honour said that he did not suppose that the Police were very anxious that the accused should suffer severely for the mistake he had made, and he was ready and willing to believe that the article, though criminal and reprehensible in the highest degree, was inserted in the *Siam Free Press* without due thought and consideration. The Police, however, had rights; and those rights must be respected, but, taking into consideration what he had just stated, that possibly the statement was made carelessly and that possibly the accused had no idea it would injure their rights, his Honour was willing to deal with him as leniently as possible under the circumstances. Accused would also pay the costs of the prosecution with regard to the plea of justification set up by him.

THE VITRIOL OUTRAGE.

ALLEN ADMITTED TO BAIL.
George Allen, storeman at the Naval Yard, who was recently at the Magistracy committed for trial on a charge of procuring one Young Kun to throw vitriol upon one George Reel, leading owner of stores at the Naval Yard, and who was lying in Victoria Gaol, has now been admitted to bail in the large sum of \$40,000—\$20,000 in personal security, and the remaining \$20,000 in four outside securities of \$5,000 each. At the time of Allen's committal, Mr. Hastings, his solicitor, applied for bail on his client's behalf, but the application was opposed by Captain Superintendent May, who prosecuted, and refused by Mr. Hasland on the ground of the gravity of the charge against Allen.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

SHANGHAI, 12th May, 6.57 p.m.

BETTER PROSPECTS AT HSIAO—EMPEROR'S FRIENDS HOPEFUL.

The friends of the Emperor are in strong hopes that, if they are successful in baffling the designs of Yi Lien-ying and Lu Chuan-tin, this week they will recast the Emperor and convey him to Peking, the Empress Dowager remaining in Honan until Peking is in a settled state.

GENERAL NEWS.

LONDON, 11th May, 9.20 p.m.

THE WORK OF AUSTRALIA'S FIRST PARLIAMENT.

Lord Hopton in his speech to the first Federal Parliament mentioned the following measures as destined to occupy the attention of Parliament:—The constitution of a High Court, the creation of an Inter-state Commission, the restriction of Asiatic immigration, and the arbitration of industrial disputes.

PANIC IN THE NEW YORK STOCK MARKET.

The New York Stock Market has been the scene of the wildest fluctuations. The Northern Pacific Railway shares on Thursday touched 1,000 and closed at 360. Loans advanced in rate from 6 to 60 per cent. The panic is now allayed, and there is a marked recovery of prices.

REUTER'S SERVICE.

LONDON, 9th May.

SIR ALFRED MILNER.

Sir Alfred Milner, in a speech at Capetown said that no change and no weakening of the imperial policy in South Africa was possible, and that he was convinced of the permanence of the settlement which would be arrived at. He left South Africa earlier in mind than would have been possible two months ago.

THE CHESTER CUP.

The following is the result of the race for the Chester Cup:—

David Garrick.

Lady Penance.

Stoccard.

THE ROYAL VISIT TO AUSTRALIA.

The Duke and Duchess of Cornwall and York have opened the Federal Parliament in the presence of 12,000 spectators. A message from His Majesty King Edward was read at the ceremony.

SOUTH AFRICA.

Commandants Botha and Viljoen have joined forces, and are occupying Carolina.

LONDON, 9th May.

A NEW RUSSIAN SOAN.

Several reports state that the French house of Messrs Rothschilds will issue a new Russian loan of fourteen hundred million francs.

LONDON, 10th May.

THE KING'S CIVIL LIST.

The House of Commons has agreed to the King's Civil List. An amendment by Mr. Labouchere to reduce the amount was rejected by 250 to 62 votes.

THE CENSUS IN ENGLAND AND WALES.

The Census in England and Wales shows a total population of 32,525,716, being an increase of 3,523,192 since 1891.

EXCITEMENT IN THE NEW YORK STOCK MARKET.

Scenes of wildest excitement occurred yesterday in the New York Stock Market owing to unprecedented fluctuations in railway stocks. The Glasgow and London markets were thrown into panic in consequence.

LONDON, 10th May.

PACIFICATION IN SOUTH AFRICA.

Johannesburg is resuming its normal condition. Most of the stores have re-opened and more mines have re-started work. Eighteen squadrons of Yeomanry have sailed from the Cape homeward bound.

FOREIGN POST OFFICES.

IN TURKEY.

The Porte has sent a Note to the Embassies demanding the abolition of the foreign Post Offices at Istanbul. The Embassies are annoyed at the arbitrary tone of the Note, and have returned it.

THE STRANDED "SOBRAON."

It has now been definitely decided to abandon the salvage operations on the wrecked liner, and the ship, including machinery, and the remainder of her cargo will be put up for sale as she lies. This step is made imperative by the change that has taken place in the weather, which renders the salvage work inoperative and dangerous to life and property. Heavy seas are breaking over the *Sobraon*, and the ship's pinnace and two of her boats have been lost. The *Coromandel* will remain at Tung Yung Island as long as possible, and to prevent the wreck from being claimed, a tug with two of the P. & O. Company's officers on board will probably be sent to stand by it.

ROWDYISM IN THE STREETS.

Late on Friday night a scene of excessive rowdyism and brutality was witnessed in Pedder Street, nearly opposite the Hongkong Hotel. Quite half-a-dozen British bluejackets one of them, by the inscription on his cap, H.M.S. *Hermione*, all in a state of intoxication, were attacking two stokers, dressed in white, also from the *Hermione*. Both of the unfortunate men were, like the others, under the influence of liquor, one of them however, not quite so bad as not to be able for a time to offer an effective resistance to his cowardly assailants. With odds of four to one, he was eventually knocked down, and whilst lying on the ground was struck about the head and body by all four, who, finding him still capable of inflicting punishment, ultimately took to kicking him, and continued to do so until they had reduced him to a state of semi-unconsciousness, when they left him lying stretched full length on the maddly pavement. In the meantime the second stoker, already almost helpless from the effects of drink, had been treated in the same inhuman manner, and was lying unconscious in the middle of the street with the blood running from a wound on the head. In making their way from the scene to escape possible capture, the four bluejackets who had accounted for the first stoker had to pass the second, and one of them deliberately lifted his foot and kicked the helpless man forcibly on the head. Not a policeman was in sight, nor did one arrive until all the miscreants had got clear away. The first stoker soon after partly recovered, and went with a sergeant of police to report the matter at the station and give the names of two of his assailants whom he was able to identify, and who, he said, were from the same ship as himself. The second stoker was attended to by three other sergeants of police in plain clothes, who dressed the injury to his head and had him taken to the hospital in a chair.

Quarrels between British sailors when they are in liquor are by no means infrequent, but these quarrels, when settled in the good old way, seldom result in anything more serious than a black eye or a bleeding nose, with possibly an appearance at the police court to finish up with. When, however, men stoop to such methods to settle a bar-room dispute as have been described above, rigorous measures are essential, and efforts should be made to find out and punish the guilty ones. For the credit of the Colony, moreover, such scenes should be rendered impossible by a sufficient supply of policemen.

POLICE COURT.

BEFORE MR. HASLAND.

Saturday, 11th May.

ALLEGED BATTERY CASE.
This case, in which Percy Thomas Crisp, an Inspector of Buildings, is charged with taking a bribe of \$40 from one Cheung Sui Kee, was to have come up for hearing, but Mr. Reeves, who appeared for the defendant, asked for a remand, as Mr. Francis was unable to attend. Mr. Bowley, Crown Solicitor, objected to this, as the case had been adjourned to suit Mr. Francis.

His Worship agreed with Mr. Reeves, and the case was further adjourned till 2.15 p.m. on Wednesday, 15th inst.

OPIUM CASES.

Exercise Officer 193 charged Wong Fuk for having in his possession one tin of prepared opium without a valid certificate on the 11th inst., and defendant was fined \$20 or three weeks' hard labour.

Chui Ming Yee was also charged with having five mace of prepared opium in his possession on the 10th inst., and was sent to prison for 14 days.

Tsang Fuk had seven taels of the raw drug and five mace of the prepared without a valid certificate at Hok Ma on the 10th inst. Police-constable Clemson said that at 10 p.m. on the 10th inst. he went to defendant's house and saw the defendant roll up the raw opium in a jacket and put it under the bed. He had no license.

His Worship inflicted a fine of \$40, or six weeks' hard labour. Defendant accepted the latter.

BEFORE MR. KEMP.

A BIG SUM.
Li Kouk was charged with feloniously stealing from Kam Ko a purse containing \$45, and a deposit receipt on a Japanese Bank for \$50, on the 10th inst.

Mr. Hastings appeared for the defendant. Complainant said he was a seaman unemployed. At about 10 a.m. on the 10th inst., in a street near the Central Market, he went to a stall to buy a looking-glass, for 20 cents. Having no small change, he went to a money-changer's close by and changed a \$50 note. Whilst he was paying for the looking-glass defendant picked his pocket, and made off.

Mr. Hastings severely cross-examined the witness, and ultimately the defendant was discharged.

STEALING BANK NOTES.

Wong Kui and Chan Sam, who were brought up after being remanded for stealing a purse containing eleven \$20 bank notes of French (Annam) paper currency, and two silver dollars, in all to the value of \$222, the property of Chui Shui, a money changer, were discharged, evidence not being satisfactory.

A HEAVY FINE.

L. S. Burchall charged the master of the steamer *Hutching* with neglecting to go into the quarantine anchorage on the vessel's arrival here from Tamsui, that port having been declared to be infected with a contagious disease, at the time the vessel departed from Tamsui. Defendant was fined \$250, or three months' hard labour.

THE FINE WAS PAID.

LATEST STEAMER MOVEMENTS.

The Imperial German Mail steamer *Hamburg*, carrying the German Mails with dates from Berlin of the 15th April, left Singapore from the 10th inst., at 8 a.m., and may be expected here to-morrow.

The Australian Lloyd's steamer *McLennan*, left Singapore for this port on the 10th inst., p.m. The *Amara* (European Line), left Shimoda for this port on the 11th inst., and is expected to arrive here on the 15th inst.

CHANGE DOINGS.

The Morrow of April Settlement,
Hongkong, 1901.

It may safely be said that not a single one of the operators on the Bialto could have anticipated or foreseen the remarkable and extraordinary developments in the Share Market during the past month. Indications were not wanting, in the early days of the month, pointing to an upward movement, but for the boom that has actually come about no one, I repeat, can pretend to have been prepared. It must not, however, be inferred from this lack of foresight that full advantage was not taken of such a rare opportunity. On the contrary, the boom was so sudden and so rapid that, before holders could realise what had happened, they were reaping a rich harvest, while there were those who, even now, still refuse to part, feeling confident of a further rise in the near future.

It would be almost superfluous to state that the Settlement passed off satisfactorily, seeing that all operators must have cleared substantial profits over their realisations.

Our premier stock, after remaining stationary for the first half of the month, began to be enquired after in a small way, but the demand becoming keener and more persistent, the rate quickly rose up to 370 per cent., and on to 380 per cent., finally closing at 383 per cent. on Settlement day. On time not many shares changed hands, a few small lots only having been booked at 380 per cent. to 390 per cent. for May, 391 per cent. for June, and 410 per cent. for August, the last month claiming the largest share.

Docks.—Although the decision for the subdivision of these shares had been known for some time, the fact does not seem to have carried any weight with intending investors, nor do they seem to have realised that such a concern was in existence, and that it was a good and sound investment, until the new scrip was actually out. Whether it is the refreshing sea-colour of these scrips, or whether it is their sensible size and handsome appearance which made them so attractive, certain it is that no sooner were they on the market than a perfect mania seemed to seize everyone to possess them at all costs. For full three weeks at a stretch, day after day, nothing was heard on the Bialto except the continuous cry of "Docks, Docks, Docks." The excitement which prevailed absolutely baffles description, and while it lasted, it was not safe to give a quotation with any degree of certainty. When the rate had gone up from \$240 to \$270, there was just a slight fall, lasting only a couple of days, at the end of which a fresh demand set in, which it seemed almost impossible to satisfy. As a result, of course, it took no time at all for the rate to go up to \$3.5. It would be futile to attempt to gauge the number of shares which changed hands, but what thousands have gone the rounds cannot be doubted. Besides the cash business, a large number of contracts were booked forward for all the intervening months up to September; the highest rate paid being \$32 for that month and \$320 for August.

Are these shares really worth their present value? is a question now frequently discussed, and those who are in a position to know not only answer it in the affirmative, but maintain that the top has not by any means been reached, and predict a further boom in the near future.

Shipping.—In consequence of large orders from the North, Indos made further progress during the month. Quite a considerable business has been put through on time, and up to \$134 has been paid for July. Steamboats also have improved their position, having been taken off the market, for investors, at from \$33 to \$35, and are still wanted. Donglases have been commanding a good deal of attention, ready buyers being found for all lots coming into the market. Up to \$53 has been paid, and there appears to be no abatement of the demand. Star Ferries have been in strong request, a certain class of investors being particularly attracted by them. They are quite a safe investment, with a promising future.

China Sugars have again become a dead letter, only a trifling business having been done during the month. There is no attention to note in quotation, which still remains \$135. There was a small inquiry for Luzons from the North, for which market a few lots were booked, at rates ranging between \$36 and \$38.

Kowloon Wharves.—The very strong demand for these shares, existing at the end of last month, having considerably abated, caused some holders, who were unwilling to part while that demand lasted, to throw some shares on the market, but they only succeeded in disposing of a few trifling lots. The closing quotation is \$101, somewhat weakish.

Hongkong Lands have been extremely neglected, probably owing to the keen excitement in other directions. There seems to be no other reason why this stock should command such poor attention. Humphreys Estates have again been to the fore, buyers willingly meeting the higher prices asked of them. The business, though, has been on a fairly large scale, the rate closing at \$13.75, buyers.

Hongkong Hotels.—After remaining neglected for some time, these shares are again attracting the attention of investors, and are in good request at \$125, at which rate the stock is undoubtedly cheap, being an eight per cent. investment.

Comments.—A very strong and determined demand from the North has somewhat unexpectedly strengthened the position of these shares, which had been so long neglected after the dividend was paid. Our Northern friends have almost entirely cleared the market of all available scrip, and it is not surprising indeed if it turns out that they are better informed in regard to this market than we are.

Watkins Limited.—It seems incomprehensible that the stock of a concern, which has lately paid a dividend of twelve per cent. should be so utterly and entirely neglected; and when it is further considered how extremely fortunate this company is in possessing so energetic a manager, who, in the furtherance of its interests, is quick to take advantage when the opportunity presents itself, as witness his several trips to Tientsin, doubtless at great personal inconvenience, to be first in the market as soon as the trouble broke out up North, it appears further and further beyond one's comprehension. Truly, investors all over the world are hard to please. The rate is weak at par.

Mining.—Except a rise in Tungjoms, which have gone up from \$4 to \$5½, there is no change to be noted in shares under this head.

ESA.

THE PUBLIC WORKS REPORT FOR 1900.

From the long and exhaustive report of the Director of Public Works for 1900, as published in the *Guette*, we take the following extracts:—
WORK UNDER THE BUILDING ORDINANCE.
Private buildings have been going up very rapidly both in Hongkong and in British Kowloon, there was probably never such activity in the building trade before, and this in spite of greatly enhanced prices for all materials and wages. Many new and handsome houses designed for European occupation have been completed on Macdonnell Road and elsewhere, but as the wealthier Chinese now purchase and occupy such houses, and are willing to pay enormous prices for them, the scarcity of houses for Europeans increases and rents still go up.
Large blocks of land have been sold with the express condition that only European houses should be erected thereon, and a very great number of such buildings were completed and came into use in 1900, while others in the Happy Valley are nearing completion. But there is no law by which such buildings can be reserved for European occupation, so the relief in rents is not felt.

THE WATER SUPPLY OF THE COLONY.
The necessity for further storage in Hongkong again became apparent by the necessity which arose on the 1st day of putting the city on an intermittent supply, which, however, owing to the timely commencement of the rains, only had to be continued for 13 days. Wongsheung reservoir, holding 35,000,000 gallons, was completed in 1899, and the full benefit of it was obtained for the last dry season. The rainfall of 1899 had only reached 27.1 inches, or 16.29 inches below the average, and 1900 was again short, only reaching 73.71 inches. It has been decided to proceed with the construction of three more reservoirs in the Tytan Valley, and one will be commenced in 1901. The transfer of Mr. Crook to Gibraltar and the delay in filling up the vacancy caused some delay in starting these works. These reservoirs are estimated to contain 70,000,000, 40,000,000 and 20,000,000 gallons respectively, and no doubt in a wet year all will fill and thus 530,000,000 gallons will be held up in the Tytan Valley alone. Two of them fill at the expense of Tytan, that is, they are in the same watershed and above it. It is also intended to raise Pektulan two feet, which will add 4,000,000 gallons to the supply.

The extension of building on the highest levels of the city rendered it necessary to construct a new service reservoir, to replace that to the south of Bellios Terrace. This new reservoir was completed at the end of the year, at a cost of \$5,440,000, and now supplies all the new houses on the Pokfulam Conduit Road, besides affording greater pressure for Bellios Terrace and the Robinson Road houses. It is filled by the Arbuthnot Road motor, and a new main of larger dimensions has been laid connecting them. Another new service reservoir, to be filled from the Bowen Road filter beds and reservoir, is required above the site of the Military Hospital and was commenced before the end of the year. A hydraulic motor is being fixed at Bowen Road, to pump up water to this reservoir, as well as to a third new reservoir to be built on the summit of Mount Gough.

Owing to the large and permanent increase in the population at the Peak, the supply in the summer months was maintained with much difficulty, and not without more than one breakdown. The engine house at Bonham Road was enlarged during the year, and a new and much larger boiler fitted up. Steps have been taken and the necessary materials obtained from England to duplicate the rising main from Bonham Road to Victoria Peak, but the Peak supply will be in a somewhat precarious and unsatisfactory state, until the Mount Gough reservoir is completed, and filled from Bowen Road motor.

In Kowloon, during the summer, there was much complaint regarding the water supply and not without reason, owing to irregularity and occasional total stoppage in some localities. This was not due to want of water, but to various other causes the chief being the quantities of sand which were carried down from the valleys by the rain storm of June to the pumping engines causing great wear and damage to the machinery. The pumps were also in need of a complete overhaul, a work which has been undertaken with satisfactory results.

It is, however, not certain that in a few years Kowloon will have plentiful supply of good water without any pumping from a reservoir to the north of the hills bounding the harbour. 5½ miles from Tin Shui Tai below the new road leading to Tai Po. Here an excellent site has been found for a large reservoir, intercepting several perennial streams, and having a draining area of 517 acres. A masonry dam is being designed which will eventually be 100 feet high, or equal to the main dam at Tytan. It will impound 310,000,000 gallons of water, thus affording ample head after filtration and to command the highest part of British Kowloon as well as Kowloon City, San Shing and other places in New Kowloon still dependent on wells. The completion of this work will be a great boon to Kowloon in many ways, and will no doubt enhance the value of property greatly. At the same time the valleys now reserved for the present water supply will be available for sale, and good building sites both for European and Chinese will be opened up by the construction of cross roads between Hungshum and Yamnati, and similar roads traversing the peninsula from east to west. It is not unreasonable to suppose that before many years British Kowloon will rival Victoria in population and trade. With this in view, broad and straight roads are being, and should continue to be laid out, and open spaces for parks and recreation grounds reserved.

NEW LAW COURTS.—The designs for this building were by direction of the Right Honourable the Secretary of State, prepared in England by Messrs. Woods, Wells and Lugg, Consulting Architects to the Colonial Office. The plans were carefully scrutinized and approved of locally with some slight alterations. The plans for the piled foundations were prepared locally, a satisfactory contract for the work was let in July, and good progress has since been made.
Governor's Peak Residence.—The plans for this building, which promises to be the largest and handsomest building at the Peak, were prepared by Messrs. Palmer and Turner, site and approach roads had been formed under special votes at a cost of \$5,575,466. A contract for the building was let to Mr. Sang Lee for \$2,715,693 and fair progress was made with the work during the year. The kitchens and servants' quarters were nearing completion when the typhoon of 10th November occurred, and, as the masonry of the walls was unset and the roof only partly framed, considerable damage was done. The stone foundations of the main building were well advanced before the close of the year, and the woodwork of the doors and windows was in course of preparation.
Gaoi Extension.—A new wing containing 73 separate cells was completed during the year, but could not be used owing to the non-arrival from England of the special gaoi locks ordered. They have since been received. The upper yard was surfaced with concrete and covered in. The total expenditure under this heading in the year was \$16,531,000.

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TAIPO ROAD.—This important trunk road, leading through the heart of the New Territory, and eventually to be carried on to Sancheu on the Northern boundary, is described in paragraph 41 of the Annual Report for 1899. Early in 1900 the road was completed to the ninth mile from Kowloon Ferry Pier, a point a little beyond Taiwai village. Here the first stream of any importance, one draining the southern and eastern slopes of the Tai-mo-shan range, has to be crossed. After an examination of the river and flood marks, and consulting the "old" inhabitants of Taiwai, the decision to leave 90 feet of waterway was made to make the platform of the bridge 6 feet above the bed of the stream was arrived at. One span of 90 feet would have been provided, but for the difficulties of transport of heavy iron work, and, as good stone was fairly plentiful in the vicinity, it was decided to build two piers in the river's bed, and have three spans of 30 feet each, bridged by roll steel joists and a concrete platform. The foundations for both abutments and piers were formed of cement concrete in mass, resting on hard gravel six feet below the river-bed. The masonry was completed in 1900, and the iron work shipped from London early in December. The contractor who had constructed the road to the ninth mile, was so exorbitant in his demands for the next section that no terms could be made with him, and after much delay a new contractor was found, but the progress during the year fell far short of that made in 1899, and of what was hoped for. The tenth and eleventh miles are perfectly level, and for the most part run on embankments rising on each side with stone and concrete, and joined in cement. Two more bridges occur in this section, one of 30 feet span and 10 feet high. In both cases concrete foundations in mass were used for foundations, and extending to a great depth below the surface. After reaching the large village of Po-tan, it was decided to carry the road on a causeway direct across the bay a distance of 1,741 feet, rather than hug the coastline and so make a long detour. This proved a somewhat difficult work, as the tides topped the embankment daily, and a good deal of material deposited got washed away. The causeway was so far advanced in December that the down stream water was stopped except through the opening of 100 feet left at the Western end. This opening will be bridged by a timber bridge of five spans on piles. The eleventh mile ends near the centre of this causeway.

The traces for the extension of the road on to Tai Po have been completed, and a footpath opened along the same, which seems to be a good deal used, as it only rises 300 feet above sea-level, while the old path by which the telephone line runs crosses a gap 1,000 feet above the sea level.
PIER IN DEEP WATER, TAIPO.—This is rather a misleading title for this work, which consists in connecting an island, up to which deep water extends and on which a small pier existed, by a causeway, across a shallow tidal flat, with the hills on which the police station and the official quarters, &c., stand. A contract amounting to \$4,287,700 was let for this work in April, and provided for a causeway four feet wide on the top, the sea-face pitched with stone. The work when well advanced was twice partially destroyed by storms and consequently progress has been very slow. It was also found necessary to pitch the inside slope of embankment on the action of the banks, and rain constantly destroyed the work. This is now being done. It will be advisable to carry the Tai Po Road along this line when the causeway can be widened and considerably strengthened. The pier from the island was totally destroyed by gales during 1899, and a permanent iron or stone pier running into nine feet of water will have to be constructed later on.
SURVEY OF THE NEW TERRITORY.—Mr. Tate, the officer in charge of this work, reports that an area of 4,000 square miles has been triangulated and that the stations established in the New Territory for this purpose are being marked in order to preserve them.
PRAYA RECLAMATION.—Owing to scarcity of labour, and the starting of the Naval Yard extension works, and the reclamation and Dock works at Quarry Bay, the progress on the Praya reclamation during the year has not been very satisfactory. However, good and useful work has been done, sections 4 and 5 from Wing Wo Street to the end of Wing Lok Street where the Nam Pak Hong Pier stood, have come into full use, and the roads there are unobstructed. Building operations on the reclaimed land are in active progress and the draining and sowing of the land has been completed, as well as the laying of gas mains, erection of street lamps, &c., &c.

COREAN AFFAIRS.

The *Manchichi* publishes a telegram from Tokyo stating that the main office of the Yunnan Syndicate is in London and a majority of the shareholders are British. It is called the Yunnan Syndicate, Ltd. The parties concerned in the loan affair declare that it has no political significance whatever. Mr. Hayashi, Japanese Minister to Seoul, is said to admit his inability to find any ground for a protest. Another Tokyo telegram says:—Various reports are current regarding the Korean loan affair; but it is clear that Russia and France are associated with it. It is reported that the rate is ten million yen, the amount mentioned in the loan contract. The first instalment only, five million yen—being the first instalment only. The Korean Government will straighten out its financial affairs with this loan, and the second lot will be delivered in September next, when it will be spent in developing mining and other industries.

The Korean Government has replied officially to Mr. Hayashi, Japanese Minister to Seoul, refusing to grant the application regarding wireless telegraph stations and cables.

REGISTRAR-GENERAL'S REPORT FOR 1900.

The Report of the Hon. J. H. Stewart Lockhart, Registrar General, for the year 1900 is published in the *Guette*. We make the following extracts:—

REVENUE AND EXPENDITURE.
The revenue collected during the year amounted to \$3,720,053 as against \$3,528,655 collected in 1899. The decrease of \$191,398 is again chiefly due to the falling off of revenue issued to holders of "Certificates of Identity" issued to Chinese proceeding to the United States of America, &c. The reasons for this decrease are dealt with elsewhere. Arms Licences are now issued by the Police under Ordinance 9 of 1900, which accounts for the decrease of revenue under this head. There have been increases in respect of most of the other items of revenue, the Markets accounting for the largest, viz., \$2,454,547. The expenditure during the year was \$12,219,619 as compared with \$13,040,115 in 1899.

PO LEUNG KEE.
The revenue derived from interest and subscriptions amounted to \$6,515,110, while the expenditure was \$6,381,774. The various guilds, which so generously came forward to the assistance of the Society in 1899, continued their support during the year, and the subscriptions amounted to \$5,465,105 as compared with \$4,006,391 in 1899 and \$1,855,935 in 1898, showing an increase in two years of \$3,608,714. Owing to the operation of the new "Women and Girls Amendment" Ordinance, the number of women and girls detained by the Registrar General increased considerably, and the amount of the fine for the offence was increased to the utmost. Fifty-seven girls, of whom 17 were eventually found again, were reported to the Society as missing in Hongkong. Two hundred and ninety-eight women and girls were detained under Part II of Ordinance 9 of 1897 as compared with 248 in 1899.

EMIGRATION.
Nine thousand nine hundred and forty-three female passengers and boys were examined at the Emigration Office in 1900, as compared with 6,307 in 1899. Of this number, 38 women were detained for enquiries, 37 of whom were found to have been persuaded to go abroad under false pretences. The usual arrangements have been made to restore them to their relatives and friends. Emigration to the Straits Settlements was suspended for two of the summer months during the prevalence of plague in this Colony. With regard to the paragraph in my last year's report respecting the large number of kidnapped women and boys who came from the K'ing Shan district of Kwangtung, I regret to say that it has not been found possible to arrange for intending emigrants to be examined by the Customs authorities at the port of Hoihow.

CHINESE LABOUR IN BRITISH NORTH BORNEO.
The question of the amount of the advance to be paid to Chinese coolies proceeding to English North Borneo to work on the tea and tobacco plantations has been raised during the year. Coolies had frequently complained that they received only 85 out of a nominal advance of \$25, the balance being deducted by the contractor to cover the expense of bringing the labourers to their destination. Negotiations are proceeding with the British North Borneo Government, with a view to revising the present form of contract, and placing the whole system on a more satisfactory footing. The root of the trouble appears to be the impossibility of obtaining respectable men as recruiters, owing to the fact that emigration from China is still not recognized by the Government and that all persons connected with emigration are held in very low esteem.

CERTIFICATES OF IDENTITY TO CHINESE ENTERING THE UNITED STATES OF AMERICA, &c.
The revenue derived under this head was \$11,103 as compared with \$7,175 in 1899, showing a decrease of \$3,928. Considerable inconvenience had been experienced in examining applicants for certificates owing to there being no satisfactory definition of the terms "merchant" and "student." The whole question was thoroughly gone into in the spring of last year, and in July last an opinion of the Solicitor to the Treasury was obtained from the United States Government, which contained an exhaustive definition of the two words. The result of this communication has been that applicants from members of the so-called "merchant" class have practically ceased and accordingly. Further precautions instituted by this Department, to preclude attempts at fraud, have also undoubtedly had the effect of reducing the number of applicants for certificates. 26 certificates were issued to Chinese proceeding to Manila and Honolulu. Of this number, 7 were for Manila, and the remainder for Honolulu.

TURBINE BOATS.

The *Viper* has been taken over by the Admiralty, the *Cobra* is ready to be taken over; and a third boat on the turbine principle is being built by Messrs. Hawthorn, Leslie, and Co. to receive engines that have already been constructed by the Parsons Turbine Company, but although this vessel is not being built to order there is very little doubt that she will be acquired by the Admiralty. For the present it is proposed to carry out a long series of experiments with this *Viper* in order to ascertain what are her maximum capabilities, and not until then will a final decision be come to with regard to the third boat. Ultimately it is proposed to attach a turbine boat to each of the three instructional flotillas, and we may then hope to acquire still further knowledge as to their adaptability to fleet work. In the meantime, the use of the turbine principle is over to become general, means will have to be found for reducing the coal consumption and increasing the tactical mobility of the vessels.

THE TRADE OF BANGKOK.

The statistics of the import and export trade of Bangkok show the following totals for the past six years:

	1895	1896	1897	1898	1899	1900
Imports.....	10,384,513	21,044,328	24,858,071	25,280,598	30,362,912	32,632,300
Exports.....	10,384,513	21,044,328	24,858,071	25,280,598	30,362,912	32,632,300
Total.....	20,769,026	42,088,656	49,716,142	50,561,196	60,725,824	65,264,600

From these figures it will be seen that though the big advance of 1898 has not been maintained the trade of the port cannot be regarded as in any way declining. These figures include the coasting trade.

The Patented—Maclean & Cameron, Limited DESERVE A NATIONAL MEMORIAL for their excellent inventions.—*Dover Chronicle* The Watway Press. The Pickwick Press. The Overy Press. The Windsor Press. 1900-21. Watway Works, Edinburgh

RUSSIA AND MANCHURIA.

The *Globe* in its leading article of the 2nd ult. writes:—

It looks as if Russia had at last over-reached herself, and that her hitherto triumphant diplomacy had met with a decided check. The Times correspondent aptly compared the position at Peking to-day with that created by the Treaty of San Stefano. In each case a combination among the Powers whose interests are threatened has compelled her to abandon a prey over which for the moment her grasp had closed. It is perhaps premature to agree with the correspondent's contention that the factors with which Russia has now to reckon are scarcely less formidable than those which confronted her on the Danubius in 1878. The policy of Germany, as declared in the Reichstag and elsewhere, shows an almost feverish anxiety to disclaim hostility towards Russia, or any wish to thwart her aims in Manchuria. But we shall be greatly surprised if German pressure has not been silently exerted on the side of the protesting Powers with regard to the abovementioned Convention. Matters are not yet sufficiently developed to attempt a forecast of the immediate future, but it seems probable that Russia will be compelled to submit her demands to the Concert of the Powers, and her hold on Manchuria as a permanent military occupation without formal Chinese sanction, or retire altogether. The latter contingency is to a high degree unlikely; but in any event her position has been weakened and her prestige has received a blow similar to those which she has more than once in recent years inflicted upon Great Britain.

RAILWAYS IN BURMA.

Several years ago, writes the Rangoon correspondent of the *Times*, it was decided by the Secretary of State for India that the route for a railway to China through British territory, having regard to the lines that had already been constructed in Burma, was from near Mandalay in a north-easterly direction to the Kungling Ferry, on the Salween river, close to the Chinese frontier and about 250 miles from Mandalay. The completion of the Gokteik Viaduct, 79 miles from Mandalay, the junction close to Mandalay, has made rapid extension possible, and before long the line will be open to Thibaw, the principal town in the northern Shan States, 127 miles from Mandalay. If, not to Lashio, a centre of some little importance east. As far as Lashio there will probably be an annually increasing traffic; but it is doubtful if even this part of the extension, which has proved a very expensive one—the 39 miles from Mandalay to Mandalay—will earn within the next generation enough to pay its working expenses. From Lashio to Kungling Ferry there is little or no passenger traffic, and the commercial undertaking like the Burma Railway Company should extend the line further than Thibaw or Lashio, unless, indeed, it can be shown that the trade of that portion of Yunnan which would be "tapped" by a line from Kungling to Shun-shing and Thibaw is sufficient to hold out a fair prospect of a return on the enormous outlay involved. So far as can be judged from the recent reports of our Consul officers, and from the very able report on the trade possibilities of Southern China written by Mr. F. S. Hornum, of the Blackburn Chamber of Commerce, a railway into Yunnan from the Shan States would not be for many years to come. This is that the Burma Railway Company has of late directed its energies into other channels; the Gokteik Viaduct, it is true, has been completed and the Shan Hills line is being constructed for half its originally proposed length; but frontier and trans-frontier railway projects appear to have been dropped, while railways joining the ports of Bassein and Moulmein with Rangoon are under way, the former being within measurable distance of completion and the latter under survey; both these lines will certainly prove remunerative to the company and advantageous to the public.

When it became known that the construction of the Athara bridge had been entrusted to American contractors, British bridge-builders complained. The Gokteik Viaduct was a much more formidable and more costly task than the Athara bridge, there being more steel in the central tower alone of the former than in the whole of the latter, yet by few protests were heard when the contract was given to the Philadelphia Steel Company. The plain fact is that the British contractors were not "in it." The American firm tendered at £20 a ton; the best English tender was nearly twice as much. The American firm engaged to complete the work in half the time asked in the most favourable British tender. Of course the Americans secured the contract, just as about the same time another American firm secured the contracts for 20 locomotives for Indian railways, of which 20 are now at work in Burma, principally on the extremely heavy gradients (one in 25) on the Maymye line; and I believe they are giving every satisfaction to officials who would much prefer to be able to place their contracts with British manufacturers. American rails, too, are being imported into Rangoon; and it is not too much to say that American iron and steel manufacturers have received from the railways of this province alone in less than two years a sum of £125,000, of which over £80,000 is on account of the Gokteik Viaduct.

There is nothing remarkable in the design of the bridge spanning the Gokteik gorge. It is what is known as a deck viaduct; that is, one in which the railway line is laid right on top. Total length is 2,260 ft., made up of ten spans of 120 ft., each, seven spans of 60 ft., each, and 16 spans of 40 ft. A natural bridge across the gorge greatly assisted the work, for the central tower, 320 ft. high, springs from the natural bridge, which is 590 ft. above the water. From the rails there is, therefore, an almost perpendicular drop of 820 feet. The work on the bridge was started on 1st February last, when the first shipment of steel from America arrived, and it was completed on 6th December, that is, in a few days over ten months. Thirty American mechanics were engaged and, as there was practically no local labour available, 250 natives of India were recruited in Bombay, Calcutta, and Rangoon, and half of this number being skilled labourers, the other half being unskilled. A "traveller," with an overhang of 180 ft., 14 in. 4 ft. greater than the longest span, was erected on the approach; the first span was lifted into its place and completed; the "traveller" moved its base to the first tower, and the second span was then erected, and so on to the 33rd and last span. From the day the work was started there was no serious hitch, everything worked smoothly, and the gigantic task is now completed, ready for the greatest credit on the contractors and their representatives in the spot. Mr. J. C. Turk, those who believe in the commercial necessity of constructing a railway into Yunnan, and fear that the single metre-gauge line now being laid beyond the Gokteik gorge will be quite inadequate for the traffic to and from Western China, will like to hear that the viaduct has been built with a regard to future expansion, for while the girders have been made for a single line only, the towers, that is, the really heavy work of the bridge, have been constructed to carry a double line.

LIQUEURS.

	Per Bottle.	Per Doz.
ABRITHE	\$1.50	18.00
ANISETTE	2.25	27.00
APRICOT BRANDY	3.00	36.00
BENEDICTINE, D.O.M.	2.25	27.00
BLACKBERRY BRANDY, French	1.00	12.00
Do. American	1.00	12.00
CHAMPAGNE, Yellow	4.00	48.00
Do. Green	5.00	60.00
CHERRY BRANDY	2.00	24.00
COGNAC, Manhattan, Martini, Gin, &c.	1.00	12.00
CREME D'ABRICOTS	2.25	27.00
Do. de Cacao	2.25	27.00
Do. de Framboises	2.25	27.00
Do. de Mandarin	2.25	27.00
Do. de Menthe	2.25	27.00
Do. de Noyaux	2.25	27.00
Do. de Prunelle	2.25	27.00
Do. de Vanille	2.25	27.00
Do. de Violette	2.25	27.00
CURACAO, Red and White	2.25	27.00
KUMEL	1.25	15.00
LIME JUICE	1.00	12.00
MAHARISHI	2.25	27.00
ORANGE GR	3.00	36.00
PEACH BRANDY	3.00	36.00
PEPPERMINT	2.25	27.00
RASPBERRY BRANDY	3.00	36.00
SICOTS, Curries, Lemon, Green, Pine and Goutme	1.50	18.00
SLOE GIN	2.00	24.00
STRAWBERRY BRANDY	3.00	36.00

H. PRICE & CO.

12, QUEEN'S ROAD, Hongkong, 3rd May, 1901.

1901 1901 1901

NOW READY.

MAIL TABLES.

THE Card published at the Daily Press Office contains:
English Mails, home-ward and out-ward.
French
German
Canadian
Parcel Post
Calendar for 1901.
That is more information than is given on any printed in London for which fifty cents is charged. The price of the locally printed card is 20 cents on paper, 30 cents on cardboard. Supplied only for cash by Daily Press Office or the Bookellers.

AMERICAN SYSTEM OF DENTISTRY.

AT NO. 39, QUEEN'S ROAD CENTRAL, CHADWICK KEW (LATE OF POATE & NOBLE). Hongkong, 15th September, 1899.

RUINART PERE & FILS, REIMS.

Established 1719. CHAMPAGNE GROWERS AND SHIPPERS. Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WELCHER & CO. Sole Agents. Hongkong, 17th May 1899.

CARMICHAEL & BARLOW.

CONSULTING ENGINEERS, SURVEYORS, AND CONTRACTORS, QUEEN'S BUILDINGS.

DESIGNS and Specifications prepared for any class of Steamships, Launches and light-draught vessels a specialty. Contractors for the supply and erecting of any type of machinery. New work and repairs supervised. New and second hand Locomotives for Sale. Telegrams, "CELESTE," Hongkong. Telephone, 232. H. F. CARMICHAEL, B. J. BARLOW. Hongkong 1st June, 1899.

A ON & CO., PHOTOGRAPHERS AND PORTRAIT PAINTERS.

All kinds of Oil Paintings and Photographic Enlargements. 39A, TOP FLOOR, QUEEN'S ROAD CENTRAL. Opposite to Chas. J. Gaupp & Co. Hongkong, 20th March, 1901.

CARBOLINEUM-AVENARIUS.

USED FOR OVER TWENTY YEARS. Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot, and Dampness. Sole Agents for China, LUTGENS, EINSTAMANN & CO. Hongkong, 31st August, 1897.

FOR SALE.

RURAL BUILDING LOT 103, BARKER ROAD. Apply to—

HUMPHREYS ESTATE AND FINANCE CO., LIMITED.

Hongkong, 31st January, 1901.

BANQUE DE L'INDO CHINE.

WHEREAS the following UN-ISSUED NOTES have been STOLEN from the Premises of the BANQUE DE L'INDO CHINE and which said Notes are expressed on the face thereof to be payable at the Branch Office of the said Banque in Saigon, the numbers of which said Notes are as follows:—

Series V 491 to 1,000 of \$1 (One dollar) each
Series Z 491 to 1,000 of \$1 (One dollar) each
The Public are hereby CAUTIONED against purchasing or dealing in any way with such Notes, as the Banque de L'Indo Chine accept no liability for the same.
By Order of the Chief Manager in Saigon.
For the BANQUE DE L'INDO CHINE.
L. BERINDOAGUE, Acting Manager.
Hongkong, 26th February, 1901.

INTIMATIONS

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates.
WM. PARLANE, Manager.
Hongkong, 17th February, 1899.

NOW READY.

THE POLITICAL OBSTACLES TO MISSIONARY SUCCESS IN CHINA.
A LECTURE BY ALEXANDER MICHIE.
PRICE 25 CENTS CASH.
On Sale at "HONGKONG DAILY PRESS" Office and Local Newsagents. Hongkong, 26th April, 1901.

A LECTURE BY ALEXANDER MICHIE.

PRICE 25 CENTS CASH.

On Sale at "HONGKONG DAILY PRESS" Office and Local Newsagents. Hongkong, 26th April, 1901.

C. E. WARREN, BUILDING CONTRACTOR, No. 25, ABERDEEN STREET.

SANITARY APPLIANCES SUPPLIED AND FIXED. DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED and REPAIRED.

Sanitary Board Notices receive prompt attention. Account for MOSAIC Tiles. Prices on Application. [59]

PROVINCE OF SHANTUNG.

ITS TRADE, POPULATION AND FUTURE PROSPECTS. BY M. O'S. Reprinted from the "HONGKONG DAILY PRESS." Price, 50 cents Cash. Messrs. Kelly & Walsh or Daily Press Office. Hongkong, 31st January, 1900.

AT THE SEAT OF WAR.

BEING an Account of the Doings of the 2nd BATT. ROYAL WELSH FUSILIERS. NORTH CHINA CAMPAIGN, 1900. Reprinted from the "HONGKONG DAILY PRESS." Price—10 cents per copy cash. Copies can be obtained at the Soldiers' Club, or of Bookellers. Hongkong, 6th December, 190

NEW ADVERTISEMENTS

\$45,000 TO LEND upon FIRST CLASS MORTGAGE SECURITY in large or small amounts.

Apply—
J. J. FRANCIS,
4, Des Vaux Road.
Hongkong, 13th May, 1901. [1235]

PUBLIC AUCTION.

NOTICE IS HEREBY GIVEN of the proposed Sale by Public Auction, for and on Account of the Concerned, at the Rooms of Messrs. HUGHES & HOUGH, Hongkong,

on WEDNESDAY, the 22nd May instant, at 12 o'clock Noon, of the British Steamer "SOBRON,"

7,382 Tons Gross, 4,411 Tons Net, as she now lies on the Tung Yung Island (recently stranded).

The steamer with her GEAR, TACKLES, ENGINES, BOILERS, MACHINERY, and APPURTENANCES now on Board, and about 1,200 Tons of COAL in her Bunkers will be put up in ONE LOT.

That portion of the CARGO remaining on Board, and consisting of about 125 Bales SKINS, 100 Cases BRISTLES, 250 Bales STRAWBRAID, 60 HIDES, 50 Packages WAX, 50 FEATHERS, 179 JUTE, 209 GALLNUTS, 100 COTTON, 100 MERCHANDISE (Various), all more or less, in a SECOND LOT, and ONE BOILER, sent from Shanghai for Salvage Purposes, and now on the Steamer's Deck, in a THIRD LOT.

Terms—Cash on the fall of the hammer, when the steamer, the Cargo remaining on Board, and the Boiler last mentioned, will be at the Risk of the RESPECTIVE PURCHASERS.

H. A. RITCHIE, Superintendent, P. & O. S. N. Co. HUGHES & HOUGH, Auctioneers.

Hongkong, 13th May, 1901. [1233]

NOTICE.

TO all whom it may concern, NOTICE IS HEREBY GIVEN that the Cargo remaining on Board the P. & O. S. N. Co's Steamer "SOBRON," recently stranded on Tung Yung Island, and consisting of about 125 Bales SKINS, 100 Cases BRISTLES, 250 Bales STRAWBRAID, 60 HIDES, 50 Packages WAX, 50 FEATHERS, 179 JUTE, 209 GALLNUTS, 100 COTTON, 100 MERCHANDISE (Various), will be sold by Public Auction in ONE LOT at the Sales Rooms of Messrs. HUGHES & HOUGH, Hongkong, on WEDNESDAY, the 22nd May instant, at 12 o'clock Noon.

H. A. RITCHIE, Superintendent, P. & O. S. N. Co. HUGHES & HOUGH, Auctioneers.

Hongkong, 13th May, 1901. [1234]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN" Captain Roach, will be despatched for the above ports TO-MORROW, the 14th inst., at 10 A.M. For Freight or Passage, apply to DOUGLAS LAFRAIK & CO., General Managers.

Hongkong, 11th May, 1901. [1231]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"HAMBURG" OF THE HAMBURG-AMERIKA LINE. Captain C. Meier, due here with the outward German Mail about the 14th inst., will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD. For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 13th May, 1901. [9]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI. THE Company's Steamship

"MELPOMENE" Captain Matovich, will leave for the above place on FRIDAY, the 17th inst., P.M. For Freight or Passage, apply to SANDER, WELER & CO., Agents.

Hongkong, 13th May, 1901. [6]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU" Captain K. Sobajima, will be despatched for the above ports on SUNDAY, the 26th inst. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 13th May, 1901. [17]

HAMBURG-AMERIKA LINE.

NORDDEUTSCHER LLOYD. OSTATISCHER FRACHTANFANG DIENST.

CONSIGNEES of the following goods, shipped per S.S. "WITTENBERG," TO ORDER at Hongkong: F. B. & CO. 1549/50 2 cases Calcium Carbide A G 1550/2 2 " " " 1551/3 2 " " " 1552/4 2 " " " 1553/5 2 " " " 1554/6 2 " " " 1555/7 2 " " " 1556/8 2 " " " 1557/9 2 " " " 1558/10 2 " " " 1559/11 2 " " " 1560/12 2 " " " 1561/13 2 " " " 1562/14 2 " " " 1563/15 2 " " " 1564/16 2 " " " 1565/17 2 " " " 1566/18 2 " " " 1567/19 2 " " " 1568/20 2 " " " 1569/21 2 " " " 1570/22 2 " " " 1571/23 2 " " " 1572/24 2 " " " 1573/25 2 " " " 1574/26 2 " " " 1575/27 2 " " " 1576/28 2 " " " 1577/29 2 " " " 1578/30 2 " " " 1579/31 2 " " " 1580/32 2 " " " 1581/33 2 " " " 1582/34 2 " " " 1583/35 2 " " " 1584/36 2 " " " 1585/37 2 " " " 1586/38 2 " " " 1587/39 2 " " " 1588/40 2 " " " 1589/41 2 " " " 1590/42 2 " " " 1591/43 2 " " " 1592/44 2 " " " 1593/45 2 " " " 1594/46 2 " " " 1595/47 2 " " " 1596/48 2 " " " 1597/49 2 " " " 1598/50 2 " " " 1599/51 2 " " " 1600/52 2 " " " 1601/53 2 " " " 1602/54 2 " " " 1603/55 2 " " " 1604/56 2 " " " 1605/57 2 " " " 1606/58 2 " " " 1607/59 2 " " " 1608/60 2 " " " 1609/61 2 " " " 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DESIGNS & PRICES ON APPLICATION
at No. 1, Queen's Road East, Hongkong
Hongkong, 17th October, 1899. [1044]

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THE Undersigned, being closely connected
with the leading MILLS at PORT-
LAND and PUGET SOUND, are always pre-
pared to book orders for any specifications at
LOWEST RATES.

SIEMSEN & CO.

Hongkong, 14th February, 1901. [50]

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57 & 59, QUEEN'S ROAD CENTRAL.
WHOLESALE AND RETAIL
IMPORTERS AND EXPORTERS.
Have for Sale.

INDIAN, Chinese and Japanese Silk Goods
for Ladies and Gentlemen, and other Articles.
Oriental Embroidery, Rugs and Carpets,
Jewelry, Cashmere Shawls, Ivory, Sandalwood
and Tortoiseshell Wares, Curiosities and Fancy
Goods.

INSPECTION IS SOLICITED.

Hongkong, 8th November, 1900. [27]

AMERICAN MACHINERY.

WE HAVE OPENED A MACHINERY
DEPARTMENT, and are prepared
to furnish Prices, &c., on STEAM ENGINES,
GAS and OIL ENGINES, PUMPS,
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ERY, SMALL TOOLS, BUILDERS'
HARDWARE, &c.

Made in America (U.S.A.)
Prices quoted f.o.b. New York, or c.i.f.
Hongkong.

REUTER, BROCKELMANN & CO.,
Hongkong, 3rd December, 1900. [125]

OUR PARIS LETTER.

Paris, 13th April

The fête at Nice ought to be regarded as a
personal triumph for President Loubet, a mani-
festation of the Republic for the correct and
courtly manner he has discharged his duty.
In his reply to the welcome addresses of the
local bishop, and the general commanding the
district, he spoke without affectation, but in a
spirit of cordiality and of simplicity. To the
delegates of the Friendly Societies and the
Workmen's Councils, his speeches were full of
common sense and sympathy. He recalled how,
since his entrance into public life, as mayor of
his native village, he encouraged the mutual and
co-operative movement; he saw in these self-
helping societies the means to alleviate the
poorer classes, and to preserve them from the
mirages of socialism. M. Loubet has ever had
for aim in his private as in his more exalted
positions, the well-being of the Republic, and
peaceful unity between Frenchmen. He has
not changed; he speaks to-day, as if addressing
the electors of his constituency, to friends of
his own village. That is why he makes a
popular President.

It must be said that the official greeting to
the Italian fleet at Toulon left nothing to be
desired, though it lacked enthusiasm on the
part of the public, whose welcome was cold.
However, it is gratifying to have the appear-
ance of cordiality change as compared with
the state of things which hitherto existed,
when tariff and political hostilities were fore-
most. The visit will not even amount to the
dignity of a good flirtation. Both nations
are jealous of one another, so the Triple Alli-
ance is in no danger, nor is Tripoli, or Morocco.
The strange incident of the Russian Squadron
sailing away to Barcelona, in order to allow the
fleets of France and Italy to fraternize to their
heart's content, was only equalled by its rapid
return. The mutual admiration business was
gone through without a hitch. The decorations
of warships, public buildings, and streets
were rich and tasteful, when at Nice M. Loubet
paid the traditional visit to the grave of Gar-
ibaldi, where he sleeps with his father, mother,
and aunt. His remains are to be transferred, to
Paris, next 14th of July, to receive the honours
of the Pantheon.

On the whole, the Easter holidays passed
off well; the weather was good, and might have
been worse. Good Friday was horrible. The
holidays are generally selected as the period for
citizens to pay visit to their country houses,
and have them put in apple-pie order for the
summer. Bad trade has compelled many to
part with their summer wigs, so a villa
residence in any part of the suburban region of
the capital can be had cheap, and they are
convenient to reach, thanks to the spread of
tramways. The influx of English visitors was
markedly numerous this year, and, as usual,
chiefly belonging to the male sex. They enjoyed
themselves, and spent their money freely.
The French were glad to see them.

The funeral of the Russian female student
Mdlle. Zelenina was very pathetic, and the
streets approaching the Rue Darn, where the
union-roofed Russian Church is situated, were
filled with people. Since the 19th of January
last, the date when the girl was shot, by aver-
ting, at the College de France, the ball which
was destined by her intimate friend and fellow-
student, Mdlle. Vera Gelo, for Professor De-
chanel, she has been dying in agony from par-
alysis, caused by her wounded spine. At two
o'clock the hearse arrived from the hospital
with the remains, followed by her brother in a
cab. Many prominent personages arrived
late, for the High Priest, or Pope, surrounded
by his clergy, would not postpone the ceremony
one second. He received from the brother the
Holy Image, which always accompanies the
dead at a funeral, and after censing the coffin,
which was covered with a white satin pall,
three times, the procession entered the church.
The ceremony at an end, the remains were
transported to the St. Owen Cemetery. The
Russian Embassy defrayed all expenses. An
address of alien was delivered in the name of
the College of France that evoked much pity-
alike for the deceased, as well as for her aggres-
sor, Mdlle. Gelo, who will be tried at the close
of the month. Of course she will be acquitted
—the deed was the consequence of an error of
judgment by an hysterical.

There is a bill ready to be laid on the table
of the Senate that will simplify the procedure
connected with extraditions. It is at the foot-
ing, not in Paris, that all demands for an ex-
tradition will be tried. This will effect an
economy of time, expenses of transport, and
diminution in the period of detention. The
demand must be heard and disposed of within
four days.

All that people here appear to understand
about the Chinese question is, that Russia has
come to stay in Manchuria and there is no like-
lihood that any Power will expel her. She
need be in no hurry, if Prince Tuan's lambs do
not disturb the Cossacks.

In South Africa, now that De Wet is reported
to have gone mad, Botha ought to have no
difficulty in arranging terms of peace, and open-
ing the mines — all that the French desire,
since the English cannot be got rid of by
surrendering, unconditionally, and accepting
whatever terms are offered.

The Comtesse de Castiglione has compelled
Parisians to think of her. She was the most beau-
tiful woman under the Second Empire, whose
beautiful woman reigned; was the observed of
all at the Tuilleries, and the great favourite of
Napoleon III. She had retired from the world,
dropped out of society, so was forgotten. A
few months ago she died; the papers alluded to
her halcyon days, and remarked that she only
went out late in the evening, deeply veiled, in
order to escape being noticed. She had too
much vanity to show her wrinkled and wizened
features; she grieved about the state of the Tuil-
eries, to think of past splendours, and to drop a
tear. Her heir, Signor Tribuna, of Genoa, has

arrived, to wind up her estate. He had to make
several inquiries, as the Comtesse had five
residences in the city, or rather large rooms,
representing 13,000 francs rent yearly; these
rooms were filled with large packing-cases,
containing articles of clothing, invaluable
furs, priceless lace, jewellery, costly ar-
tistic fans ornamented with precious stones;
the famous pearl necklace, and the mould
of her hand and leg with its famous garters on.
The collection of rich treasures will be sold by
public auction. The auctioneer's fee will be
handsome, so will the auctioneer's fees. The
ex-beauty hated the heir.

The *Siecle* newspaper, once a valuable pro-
perty, has of late had to cope with hard times. It
was originally the organ of the winners. Mr.
Yves Guyot, an ex-Minister of Public Works,
took over the paper. He was not a rich man.
French Ministers seldom are so; he was a level-
headed writer; he thought like an Englishman
and was a noted economic speaker and writer.
His paper was one of the leading defenders of
Dreyfus. That course, in the then state of feverish
public opinion, told on the fortune of the
journal; subscribers dropped off, just as they
have done in the case of *Le Figaro*. M.
Guyot was a fair journalist, he did not take
Mr. Kruger's view of the English, and that cost
him a further loss of subscribers. The Dreyfus
"affaire" was now wiped out for good by the
amnesty. The Jews declined to support the
organ that defended Dreyfus, and they, to seek
a new skin, became Anglophobists, and they
still remain so. Nothing was then left for the
Siecle or "Century" but to put up the shutters,
which has been done. It may be again
redeemed.

Some rough summaries of the population of
certain cities, based on the census of the 31st of
March last, are getting into print, and all point
to an augmentation. It is that uniformity of
betterment which makes good judges believe
that the population is still as good as ever.

Professor Debore has brought under the
notice of the Academy of Sciences the alarming
increase in the number of mosquitoes, and the
increase of fevers, throat and pulmonary affec-
tions. In many public and private gardens
there are small ponds of water, mostly stagnant,
and there the insects are most plentiful. He
demands that petroleum be employed by the
Municipality to disinfect the basins.

The Gingerbread Fair, now being held, is
only a relic of its former self. Gingerbread is
not very much in evidence, and there is no
humour in the articles produced in that pasty;
though coloured comfits largely predominate to
compel the khalid dose of the beavers, the effect
is not attractive. There is no General now in
the public mind's eye. Marched as is done as
Queen Anne, and has been stored away some-
where in China. One figure, supposed to be
Kruger, represents an old man, in a battered
top hat, with a white beard in combs, a pipe
in his mouth, and a map of China in his hand.
There are no Boers, but the pig — emblem of
luck in France — always keeps well to the front.
Visitors not the less eat up all the bread, birds,
and fish exhibited at the Gingerbread Zoo.
The fair is a good parade of all the penny gaffs
that will become disseminated over country
fairs, after the holidays.

NOTICE.

A MEETING of HIS MAJESTY'S JUSTICES
of the Peace will be held at the MAGIS-
TRACY, at 2.30 P.M. on WEDNESDAY, the
15th day of May, 1901, for the purpose of con-
sidering the following application:—
From one RUSTOMJEE COWASJEE
BAMJEE for the transfer of his Publican's
License to sell and retail intoxicating
Liquors on the premises situate at No. 142,
Queen's Road Central, under the sign of
"The Stag Hotel," to one LUIS MANOET,
LOND.

F. A. HAZELAND,
Acting Police Magistrate.
Magistracy,
Hongkong, 3rd May, 1901. [1195]

THE HONGKONG STEAM WATER
BOAT COMPANY, LIMITED.

THE above Company is prepared to supply
the shipping in Hongkong with PURE
and FILTERED WATER both for deck and
boilers.
Call Flag W.

J. W. KEW,
Manager,
20, Des Vaux Road.
Hongkong, 18th December, 1900. [3123]

FROM
PORTSMOUTH
TO
PEKING
VIA
LADYSMITH

WITH A NAVAL BRIGADE

ILLUSTRATED WITH FOUR MAPS.

CONTENTS.—
From England to the Cape, and Crossing the
Line.—The Naval Brigade in South Africa.
(For War, 1899-1900).—Off to the Front
(Colours)—Spion Kop—Vaal Krantz—
Final Operations and Relief of Ladysmith.
—From the Cape to China.—Naval Brigade
in North China with the Allied Forces—
To the Relief of Peking.—Summary of
Siege.—Appendix.

On Sale at
"DAILY PRESS" OFFICE, LOCAL BOOK-
SELLERS, SOLDIERS' CLUB, SOLDIERS'
and SAILORS' HOME, ROYAL
and NAVAL CANTEENS.

Price \$1 per Copy Paper Covers; \$1.50 in
Boards.
Hongkong, 18th March, 1901. [728]

NOTICE.

TENDERS are hereby called for the
ERECTION OF BRICK SHOPS at
JESSELTON for the NORTH BORNEO
GOVERNMENT, particulars of which may be
seen at the Office of
Messrs. GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 14th February, 1901. [508]

THEODORO VAFIADIS & CO.

MANUFACTURERS OF

HIGH CLASS

EGYPTIAN CIGARETTES.

FACTORY, CAIRO (EGYPT)

CLOSE TO H.E. NUBAR PASHA'S PALACE.

BRANCHES.

BOMBAY.....20, Esplanade Road. | RANGOON.....72, Merchant Street.
CALCUTTA.....4, Dalhousie Square. | LONDON.....19, Basinghall Street, C.E.

ALWAYS FRESH AND RELIABLE AT THEIR AGENTS

MESSRS. KRUSE & CO.

HONGKONG.

PUBLIC COMPANIES

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the
SIXTEENTH ANNUAL ORDINARY
GENERAL MEETING of the Company
(since its registration), will be held in the
Board Room, at the Hongkong Dispensary, on
WEDNESDAY, the 2nd instant, at TWELVE
O'CLOCK NOON, for the purpose of receiving
the Report of the General Managers, together
with a Statement of Accounts to the 31st
December, 1900.

The REGISTER OF SHARES will be
CLOSED on THURSDAY, the 16th inst.,
until SATURDAY, the 25th instant, both
days inclusive, during which period no Transfer
of Shares will be registered.

By Order,
A. H. MANCELL,
Secretary.

Hongkong, 8th May, 1901. [1206]

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of Twenty per
Cent. upon Contributions for the year
1900, has been declared.
Warrants will be issued on the 1st May.
By Order of the Board,
W. J. SAUNDERS,
Secretary.

Hongkong, 19th April, 1901. [1062]

THE YANGTSE INSURANCE
ASSOCIATION, LTD.

NOTICE TO SHAREHOLDERS.

A DIVIDEND at the rate of Twenty
per cent. being Twelve Dollars per
Share, on the Paid-up Capital of the above
Association, has been declared payable in
Tucks at Exchange 73 at the Chartered Bank
of India, Australia and China or the Hong-
kong and Shanghai Corporation, Shanghai, on
and after this date to Shareholders of record
on the 13th April, 1901.

By Order of the Board of Directors,
W. S. JACKSON,
Secretary.

Shanghai, 24th April, 1901. [1160]

CANTON LAND COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the

following:—
In the name of
6 10 21-60 Anthony Babington, Esq.
7 10 21-70 Do.
8 10 21-80 Do.
9 10 21-90 Do.
10 10 21-100 Do.
11 10 21-110 Do.
12 10 21-120 Do.
13 10 21-130 Do.
14 10 21-140 Do.
15 10 21-150 Do.
16 10 21-160 Do.
17 10 21-170 Do.
18 10 21-180 Do.
19 10 21-190 Do.
20 10 21-200 Do.
21 10 21-210 Do.
22 10 21-220 Do.
23 10 21-230 Do.
24 10 21-240 Do.
25 10 21-250 Do.
26 10 21-260 Do.
27 10 21-270 Do.
28 10 21-280 Do.
29 10 21-290 Do.
30 10 21-300 Do.

with Transfer Deeds Attached having been
LOST. New Certificates for the same will be
issued one month from the date hereof, and the
Original Certificates will be considered by the
Company as null and void, and all persons are
hereby warned against accepting or negotiating
same.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 7th May, 1901. [1202]

SINGING, PIA, J. MANDOLINE,
AND GUITAR.

SIGNOR CATTANEO, having returned
to the Colony, has resumed Tuition.
TERMS.....\$10 per Month.
(Two Lessons per Week).
Application may be made by forwarding
Pupils through the ROBINSON PIANO CO.
Hongkong, 22nd April, 1901. [1078-1]

MITSUBISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WORD "DOCK" NAGASAKI.
A.I., A.B.C. Scott's and Engineering Codes
Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length.....523 feet.
Length on Blocks.....513 "
Width of Entrance on Top.....89 "
Width of Entrance on Bottom.....77 "
Water on Blocks at Spring Tide.....23 "

DOCK No. 2 (at MUKAJIMA).
Extreme Length.....371 feet.
Length on Blocks.....350 "
Width of Entrance on Top.....69 "
Width of Entrance on Bottom.....53 "
Water on Blocks at Spring Tide.....22 "

PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.
THE COMPANY has a POWERFUL SAL-
VAGE PLANT READY at SHORT
NOTICE.

DAVID CORSE & SON'S
MERCHANT NAVY
NAVY BOILER
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBURG & CO.
Sole Agents.

DAVID CORSE & SON'S
MERCHANT NAVY
NAVY BOILER
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBURG & CO.
Sole Agents.

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MERCHANT NAVY
NAVY BOILER
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBURG & CO.
Sole Agents.

NOTICES TO CONSIGNEES

STEAMSHIP "LAOS."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London, ex
s.s. *Manila*, in connection with above
Steamer are hereby informed that their
goods, with the exception of Opium, Treas-
ure and Valuables, are being landed and stored at
their risks into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
at Kowloon, whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignee
before 11 A.M. TO-DAY, the 6th inst., request-
ing it to be landed here.

Bills of Lading will be sent to the Consignee by the
Undersigned. Goods remaining unclaimed after
MONDAY, the 13th inst., at Noon, will be
subject to rent and landing charges.

All claims must be sent in to me on or before
the 13th inst., or they will not be recognised.
All damaged packages will be examined on
MONDAY, the 13th inst., at 3 P.M.

No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.

Hongkong, 6th May, 1901. [2]

FROM HAMBURG, ANTWERPEN,
ROTTERDAM, PENANG AND
SINGAPORE.

THE N.D.L. Steamship

"WITTENBERG,"
Captain Hempel, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned, and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before 5 P.M.
TO-DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Limited,
and stored at Consignees' risk and
expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 14th inst. will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 14th inst., at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 7th May, 1901. [1108]

NAVIGAZIONE GENERALE ITALIANA
(FLORIO & RUBATTINO UNITED
COMPANIES).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"BISAGNO,"
having arrived from the above ports, Con-
signees of Cargo by her are hereby informed
that their Goods are being landed at their risk
into the Godowns of the Hongkong and Kow-
loon Wharf and Godown Company, Limited,
whence delivery may be obtained. Perishable Goods
to be taken delivery of immediately.

All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Company within ten
days after the vessel's arrival here, after which
no claims will be recognised.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 13th
instant, will be subject to rent.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	ANTENOR	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow.
LONDON, &c., VIA PORTS OF CALL	BEXAL	Brit. str.	—	S. Barcham	P. & O. S. N. Co.	On 25th inst. at Noon.
LONDON, &c., VIA PORTS OF CALL	CALCHAS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 28th inst.
LIVERPOOL DIRECT	MACHAON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 11th June.
BREMEN, VIA PORTS OF CALL	ULYSSES	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 18th inst.
MAISELLES, LONDON & ANTWERP, V. S'PORE, &c.	PRINZ HEINRICH	Ger. str.	—	R. Heintze	MALDEN & CO.	On 18th inst. at Noon.
MAISELLES, LONDON & ANTWERP, V. S'PORE, &c.	AWA MARU	Jap. str.	—	N. Tront	NISSON YUSEN KAISHA	On 17th inst. at Daylight.
MAISELLES, LONDON & ANTWERP, V. S'PORE, &c.	CANTON	Brit. str.	—	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On or about 19th inst.
MAISELLES, LONDON & ANTWERP, V. S'PORE, &c.	INDUS	Brit. str.	—	Riquier	MESSENGER MARITIME	On 20th inst. at 1 P.M.
HAYRE & HAMBURG	SUEVIA	Ger. str.	—	Wagner	HAMBURG-AMERIKA LINIE	On 21st inst.
HAYRE & HAMBURG	SEGOVIA	Ger. str.	—	Feock	HAMBURG-AMERIKA LINIE	On 21st inst.
TRIESTE, &c., VIA PORTS OF CALL	WITTEBERG	Ger. str.	—	Hempel	HAMBURG-AMERIKA LINIE	On 10th June.
NEW YORK VIA PORTS & SUEZ CANAL	OSBIA	Aus. str.	—	Mosca	SANDER, WIELE & CO.	On 18th inst. P.M.
NEW YORK VIA SUEZ CANAL	ASTORIA	Brit. str.	—	Ostermann	DODWELL & CO. LIMITED	To-day.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	—	H. P. Jones, R.N.R.	CARLOWITZ & CO.	On or about 10th inst.
VANCOUVER, VIA SHANGHAI, &c.	ATHENIAN	Brit. str.	—	H. Mowatt, R.N.R.	CANADIAN PACIFIC R. CO.	On 15th inst.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	TACOMA	Brit. str.	—	A. Dixon	CANADIAN PACIFIC R. CO.	On or about 24th inst.
PORTLAND (OR.)	KNIGHT COMPANION	Brit. str.	—	—	DODWELL & CO. LIMITED	On 17th inst.
SAN FRANCISCO VIA AMOY, &c.	CHINA	Brit. str.	—	—	SHENY, TOMES & CO.	On 15th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	HONGKONG MARU	Jap. str.	—	—	SHENY, TOMES & CO.	On 16th inst. at Noon.
SAN FRANCISCO, &c., VIA MOJI, &c.	CARLEISLE CITY	Brit. str.	—	—	TOTO KIRIN KAISHA	On or about 16th inst.
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst. at 4 P.M.
YOKOHAMA & KOBE	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th June.
KOBE & YOKOHAMA	WAKASA MARU	Jap. str.	—	J. B. Macmillan	BUTTERFIELD & SWIRE	To-day.
NAGASAKI, KOBE & YOKOHAMA	ROSETTA MARU	Jap. str.	—	N. Tate	NISSON YUSEN KAISHA	On 24th inst. at Daylight.
MOJI, KOBE & YOKOHAMA	MIKE MARU	Jap. str.	—	M. Yagi	NISSON YUSEN KAISHA	On 24th inst. at Noon.
SHANGHAI	FLANDRIA	Brit. str.	—	—	NISSON YUSEN KAISHA	On 21st inst. at Noon.
SHANGHAI	MELBOMNE	Brit. str.	—	—	NISSON YUSEN KAISHA	To-day, at 4 P.M.
SHANGHAI	PARRAMATTA	Brit. str.	—	—	SANDER, WIELE & CO.	On 17th inst. P.M.
SHANGHAI & JAPAN	JAVA	Brit. str.	—	—	P. & O. S. N. Co.	On or about 24th inst.
SHANGHAI, NAGASAKI, HIogo & YOKOHAMA	HAMBURG	Ger. str.	—	—	MELCHERS & CO.	On or about 24th inst.
AMOY & SHANGHAI	WOOSUNG	Brit. str.	—	—	BUTTERFIELD & SWIRE	Quick despatch.
FOOCHOW	WUHU	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow.
SWATOW, AMOY & SHANGHAI	AMOI MARU	Jap. str.	—	S. Atami	MITSUI BUREAU KAISHA	On 22nd inst. at Daylight.
SWATOW, AMOY & SHANGHAI	HAPEAN	Brit. str.	—	—	DOUGLAS LAFRAIK & CO.	To-morrow, at 10 A.M.
SWATOW, AMOY & SHANGHAI	AKASHI MARU	Jap. str.	—	K. Saito	MITSUI BUREAU KAISHA	On 15th inst. at Daylight.
MANILA	LONGSANG	Jap. str.	—	K. Sobajima	MITSUI BUREAU KAISHA	On 26th inst.
MANILA	DIAMANTE	Brit. str.	—	Weigal	JARDINE, MATHESON & CO.	On 16th inst. at 4 P.M.
SINGAPORE, PENANG & BOMBAY	BIASNO	Ital. str.	—	A. Ramsay	SHENY, TOMES & CO.	On 16th inst. at 5 P.M.
BOMBAY, VIA SINGAPORE & COLOMBO	HIROSHIMA MARU	Jap. str.	—	P. Bruesse	CARLOWITZ & CO.	To-day, at Noon.
				S. Yoshizawa	NISSON YUSEN KAISHA	On 24th inst. at Noon.

SHIPPING.

ARRIVALS.

May 10, TACOMA, American str., 2811, John Alwen, Tacoma 9th April, General.—DODWELL & CO., LD.

May 10, CHINOPING, German steamer, 1,049, Newman, Tongku 3rd May, General.—CHINESE.

May 11, LONGSANG, British str., 1,002, G. S. Weigall, Manila 8th May, Homp.—JARDINE, MATHESON & CO.

May 11, LYERMOON, German str., 1,238, Th. Lehmann, Shanghai 7th May, General.—STIEMSEN & CO.

May 11, KAGASA, Norwegian str., 1,220, H. Nielsen, Bangkok 7th May, Teakwood.—EAST ASIATIC TRADING CO., LD.

May 11, DIAMANTE, British str., 1,254, A. Ramsay, Manila 8th May, General.—SHENY, TOMES & CO.

May 11, GRICK, German cruiser, 1,700, Capt. Bauer, Amoy 9th May.

May 11, AKASHI MARU, Japanese str., 974, K. Sudaiki, Amoy, Amoy and Swatow 10th May, General.—M. B. KAISHA.

May 11, CHUNANG, British str., 1,419, L. A. Muir, Bangkok 8th May, Rice.—JARDINE, MATHESON & CO.

May 12, STENON, British str., 3,583, Jackson, Yokohama 29th April and Shanghai 9th May, General.—BUTTERFIELD & SWIRE.

May 12, CHEANG HOCK KIAN, British steamer, 1,019, Orre, Singapore 6th May, General.—CHINESE.

May 12, FOOCHOW, British str., 1,152, Smals, Wuhu and Chinkiang 8th May, Rice, Wheat and Beans.—BUTTERFIELD & SWIRE.

May 12, HATTAN, British str., 1,183, J. S. Rouch, Fochow and Amoy 11th May, General.—DOUGLAS LAFRAIK & CO.

May 12, KWANGSI, British str., 1,407, Gordon, Shanghai 8th May, General.—CHINESE.

May 12, ONSANO, British str., 1,787, Young, Sourabaya and Samarang 10th April, Sugar.—JARDINE, MATHESON & CO.

May 12, CHINA, German str., 1,118, P. Voss, Canton 12th May, General.—E. A. TRADING CO., LD.

May 12, DI. HANS JERO KIER, Norw. str., (91), Larsen, Canton 12th May, General.—CHINESE.

May 12, WUHU, British steamer, 1,300, Robt. Canton 12th May, General.—BUTTERFIELD & SWIRE.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, 11TH MAY.

Ayeyar, German str., for Hsiangphong.

Kadjan, British str., for Moji.

Jaco Diederichsen, German str., for Hsiangphong.

Sudberg, German str., for Chiofo.

Hsiangphong, British str., for Hsiangphong.

Daijii Maru, Japanese str., for Swatow.

Thales, British str., for Swatow.

Hikosa Maru, Japanese str., for Kutchinotun.

DEPARTURES.

May 10, ZAFIRO, U.S. des-ves, for Manila.

May 10, BENEDICT, British str., for Weihaiwei.

May 10, SAINT MARY, British str., for Sydney.

May 11, BALLAARAT, British str., for Europe.

May 11, BENGAL, British str., for Shanghai.

May 11, FRENDENE, British str., for New York.

May 11, TAIYO MARU, Jap. str., for Chiofo.

May 11, STYX, French cruiser, for Canton.

May 11, PYRKHUS, British str., for Singapore.

May 11, KINSHU A RU, Jap. str., for Seattle.

May 11, LYERMOON, German str., for Canton.

May 11, DIAMANTE, Italian str., for Bombay.

May 11, YUENSANG, British str., for Manila.

May 11, CENTURION, British battleship, for Taku.

May 12, DAJIN MARU, Jap. str., for Swatow.

May 12, KALGAN, British str., for Moji.

May 12, THALUS, British str., for Swatow.

May 12, APERADE, German str., for Hsiangphong.

VESSELS IN DOCK.

ABERDEEN DOCK.—U.S.S. Bennington, Lung Tsing, Hongchow, Compania de Filipine, Burnside, Athenian, Hongkong, Nanchang, Kiang Tung, Monte, Newark, Saturn, Union, Haiching, Hongkong Maru.

COSMOPOLITAN DOCK.—Colonica, Petriana.

SHIPPING REPORTS.

The British steamer *Diamante*, from Manila 8th May, had light to moderate S.W. monsoon, squally with rain.

The British steamer *Longsang*, from Manila 8th May, had light variable winds and calms throughout the passage.

The British steamer *Foochow*, from Wuhu and Chinkiang 8th May, had moderate N.E. winds and intermittent rain.

The British steamer *Kiunglee*, from Shanghai 8th May, had strong N.W. winds and fog to Boullau, thence to port moderate N.E. winds, showery and hazy weather.

The German steamer *Lyceon*, from Shanghai 7th May, had foggy weather to Tung Yung; from there to port light variable winds and showery.

The British steamer *Tacoma*, from Tacoma 9th April and Yokohama 1st May, encountered light winds and hazy weather to Kobe; from there to Moji fresh S.E. and N.E. to moderate W.N.W. winds, very rainy weather. From Moji to port fresh N.W. and N.E. winds and cloudy to moderate and light S.E. to S.W. winds with cloudy and rainy weather.

The British steamer *Hattan*, from Fochow and Amoy 11th May, had fresh to moderate N.E. breeze, moderate sea, cloudy and clear, occasional light rain showy to Amoy. From Amoy to port moderate N.E. breeze and sea, overcast sky with almost continuous rain. Vessels in Fochow—*Fookang* and *Wineland*. In Amoy—*H.M.S. Arctura*, U.S.S. *Concord*, str. *Taichan*, *Bentulu*, *Kwintin*, *Glenfalloch*, *Piccola* and *Tryn*.

VESSELS ON THE BERTH

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI

THE Steamship

"FLANDRIA."

Captain Drewes, will be despatched for the above port TO-DAY, the 13th inst. at 4 P.M., instead of as previously notified.

This steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to

STIEMSEN & CO., Agents.

Hongkong, 10th May, 1901. [1221]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"AKASHI MARU."

Captain K. Sudaiki, will be despatched for the above ports on WEDNESDAY, the 15th May, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 1st May, 1901. [18]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LONGSANG."

Captain Weigall, will be despatched as above on THURSDAY, the 16th inst. at 4 P.M.

This steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Dozor.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 11th May, 1901. [1227]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE."

Captain A. Ramsay, will be despatched as above on THURSDAY, the 16th inst. at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with the Electric Light.

A Doctor is carried.

For Freight or Passage, apply to

SHENY, TOMES & CO., General Managers.

Hongkong, 10th May, 1901. [1219]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HAMBURG-AMERIKA LINIE—HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ASTORIA."

Captain Ostermann, will be despatched for the above port on or about 10th May.

For Freight, apply to

CARLOWITZ & CO., Agents.

Hongkong, 2nd May, 1901. [1018]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AWA MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 17th May, at DAYLIGHT.
N. Tront	MOJI, KOBE and YOKOHAMA.	TUESDAY, 21st May, at Noon.
MIKE MARU	KOBE and YOKOHAMA.	FRIDAY, 24th May, at DAYLIGHT.
M. Yagi	NAGASAKI, KOBE and YOKOHAMA.	FRIDAY, 24th May, at Noon.
WAKASA MARU	HAMA	FRIDAY, 24th May, at Noon.
J. B. Macmillan	BOMBAY, VIA SINGAPORE and COLOMBO.	FRIDAY, 24th May, at Noon.
ROSETTA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE.	FRIDAY, 24th May, at 4 P.M.
N. Tate		
HIROSHIMA MARU		
K. Sudaiki		
S. Yoshizawa		
KASUGA MARU		

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 29th April, 1901. [13]

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	HAVRE & HAMBURG (Calling at Singapore)	On 21st May; Freight.
SEGOVIA	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 31st May; Freight.
Capt. Feock		
WITTENBERG	HAVRE & HAMBURG (Calling at Singapore and Colombo)	On 10th June; Freight.
Capt. Hempel		

For further particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

QUEEN'S BUILDINGS, No. 1.

Hongkong, 30th April, 1901. [1051]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
ARSEILLES AND LONDON	{ CANTON..... C. F. Lockstone, R.N.R. }	About 18th May	Freight or Passage.
HANGHAI	{ PARRAMATTA	About 21th May	Freight or Passage.
LONDON, &c.....	{ BENGAL	Noon, 25th May	See Special Advertisement.
HANGHAI AND JA-PAN	{ JAYA	About 31st May	Freight or Passage.
	{ G. W. Gordon, R.N.R. }		

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 24th April, 1901. [1]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUERZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAY, PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
PRINZ HEINRICH	WEDNESDAY, 15th May.
PREUSSEN	WEDNESDAY, 15th May.
HAMBURG (Hamburg-Amerika Linie)	THURSDAY, 18th June.
SACHSEN	THURSDAY, 27th June.
KLAUSCHOU (Hamburg-Amerika Linie)	THURSDAY, 27th July.
BAYERN	THURSDAY, 25th July.
STUTTGART	THURSDAY, 8th August.
KONIG ALBERT	THURSDAY, 22nd August.
PRINZESS HEINE	THURSDAY, 5th September.
PREUSSEN	THURSDAY, 10th September.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY, 2nd October.
SACHSEN	WEDNESDAY, 18th October.
KLAUSCHOU (Hamburg-Amerika Linie)	WEDNESDAY, 30th October.
BAYERN	WEDNESDAY, 13th November.
STUTTGART	WEDNESDAY, 27th November.

ON WEDNESDAY, the 15th day of May, 1901, at Noon, the Steamship "PRINZ HEINRICH" of the Norddeutscher Lloyd, Captain R. Heintze, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on Monday, the 13th May. Cargo and Specie will be received on Board until 5 P.M. on Tuesday, the 14th May, and Parcels will be received at the Agents' Office until Noon on Tuesday, the 14th May. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cube in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 2nd May, 1901. [9]

NORTHERN PACIFIC

STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
TACOMA	2,811	A. Dixon	May 17th
VICTORIA	3,502	J. Panton	May 28th
BEAUMAR	3,801	W. Watt	June 7th
GLENOCLE	3,750	W. Frakes	June 25th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

Excellent accommodation. First-class Table, Doctor and STEWARDNESS carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO LONDON, 232.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night.

TACOMA to NEW YORK in 4 days. Magn

